

## **AMENDMENTS TO THE CLAIMS**

The following listing of claims will replace all prior versions and listings of claims in the application. Kindly cancel Claims 9 and 23. Kindly amend Claims 1, 10 and 13.

### **LISTING OF CLAIMS**

1. (Currently Amended) A brake pad comprising:

a backing member having a configuration adapted for coupling with an automotive vehicle brake;

at least one first friction element formed from a first friction material being a non-asbestos organic material; and

at least one discrete second friction element formed from a second friction material being a semi-metallic material, said at least one first friction element is spaced from said at least one discrete second friction element forming a gap between said first and second friction elements to promote air flow around each of said friction elements, both of said friction elements being connected to the backing member to form the brake pad, said at least one first and said at least one second friction elements having desired configurations enabling multi-positioning and interchangeability irrespective of their orientation for positioning said at least one first and at least one second friction elements at several different positions on said backing member.

2. -3. (Cancelled)

4. (Original) The brake pad of Claim 1 wherein said at least one first friction element and said at least one second friction element are configured as a disc-shaped element and have about the same diameter.

5. (Previously Presented) The brake pad of Claim 1 wherein said at least one first friction element is connected to an outboard location of the backing member and said at least one second friction element is connected to an inboard location of the backing member.

6. (Previously Presented) The brake pad of Claim 1 wherein said non-asbestos organic material includes at least one of a phenolic resin, a silane coupling agent, a cashew friction dust, rubber, an organic fiber, a copper powder, a copper fiber, a ceramic Fiber, barium sulfate, a potassium titanate fiber, a mineral fiber, calcium hydroxide, mica, zircon, magnesium oxide, antimony sulfide, graphite, coke, and combinations thereof.

7. (Previously Presented) The brake pad of Claim 1 wherein said semi-metallic material includes at least one of a phenolic resin, a silane coupling agent, a cashew friction dust, rubber, an organic fiber, metal oxides, iron powder, barium sulfate, graphite, coke, and combinations thereof.

8. (Original) The brake pad of Claim 1 wherein said first friction material is about the same hardness as said second friction material.

9. (Cancelled)

10. (Withdrawn) The brake pad of Claim 1 wherein said at least one first friction element and said at least one second friction element are fixedly attached and spaced from the backing member to promote air flow behind each of said friction elements.

11. (Original) The brake pad of Claim 1 wherein said at least one first friction element and said at least one second friction element are releaseably attached to the backing member to enable reconfiguration of said friction elements.

12. (Original) The brake pad of Claim 1 wherein said at least one first friction element and said at least one second friction element are configured to resemble an indicia of source.

13. (Currently Amended) A method of manufacturing brake pads or shoes comprising:

fabricating a plurality of discrete friction members, said plurality of discrete friction members include at least one first friction member having a first material configuration and at least one second friction member having a second material configuration, said first material configuration is a non-asbestos organic material, and said second material configuration is a semi-metallic material; and

connecting said plurality of said friction members in a spaced-apart formation onto a structural backing, such that said at least one first and said at least one second friction elements enabling multi-positioning and interchangeability irrespective of their orientation for positioning said at least one first and at least one second friction elements at several different positions on said structural backup; and

arranging said friction members to provide gaps between the members for promoting air flow around each of said friction members.

14. – 16 (Cancelled)

17. (Original) The method of Claim 13 wherein said plurality of said friction members are configured as disc-shaped members.

18. (Original) The method of Claim 17 wherein said friction members have about the same diameter.

19. (Original) The method of Claim 13 wherein said plurality of said friction members are configured as rectangular-shaped members.

20. (Original) The method of Claim 19 wherein said friction members have about the same dimensions.

21. (Previously Presented) The method of Claim 13 further comprising connecting said at least one first friction member to an outboard location of the structural backing.

22. (Original) The method of Claim 21 further comprising connecting said at least one second friction member to an inboard location of the structural backing.

23. (Cancelled)

24. (Original) The method of Claim 13 further comprising configuring said plurality of said friction members to resemble an indicia of source.

25. – 28. (Cancelled)